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## The Daily Press.

HONGKONG, NOVEMBER 11TH, 1908

TWELVE months ago Sir JOHN JORDAN, the British Minister at Peking, sent home a general report on the opium question in which the sincerity of the Chinese Government was unquestioned, but its competence to sweep away in a decade habits which have been the growth of at least a century, was seriously doubted. Taking it as a proved fact that the Central Government had largely lost the power to impose its will upon the provinces, Sir JOHN JORDAN doubted if the Anti-Opium Edicts would prove effective seeing that the production of native opium at the time was about ten times the amount of the imported drug. At that time, too, Mr. LEECH, the Counsellor of the Legation, came to the conclusion that in general no attention up to that time had been paid throughout the Empire to the Imperial edicts directing growers of the poppy to restrict cultivation. A further report, prepared by Mr. LEECH is now published as a Parliamentary paper. Sir JOHN JORDAN, in a covering dispatch, says Mr. LEECH has devoted much care and attention to the preparation of the report, and his conclusions form an impartial estimate of the situation after an exhaustive examination of all the evidence available. The two most noticeable features during the past twelve months, the report states, have been "the continued interest and energy shown by the Central Government in the question, as compared with the growing apathy evinced by the provincial officials and their lack of sustained effort to eradicate the evil." The report continues—

"In contrast to this there is the gratifying evidence from many provinces of the reduction of the area under poppy cultivation. This reduction, which varies greatly according to local conditions, seems to be a much voluntary step on the part of the farmers, prompted by the realization of a desire to obey the authorities. The poppy is easily distinguishable, especially when in flower, and the dread of increased taxation, fines, punishment, or destruction of the crop seem to have been powerful motives in bringing about this reduction, which, though slight in actual amount, is fairly general throughout the Empire; though it is only fair to admit that in some instances the personal energy and determination of the local authorities have been the direct cause."

"No proposals for compensation are contemplated to those who are called upon to abandon a hitherto legitimate and lucrative form of agriculture, chiefly carried on in remote districts, where the farmers will, no doubt, experience considerable difficulty in finding other remunerative crops owing to the expense of transport."

"This hardship will be lessened by the gradual operation of the Decree which gives ten years as a limit for total cessation of cultivation, but it may reasonably be anticipated that discontent may show itself in some form or other and it is doubtful if the energetic Viceroy of Yunnan was acting prudently in reducing the time limit of total cessation of poppy cultivation from ten to three years."

Two principal reasons assigned for the growing apathy of the provincial authorities is that so many public officials are still addicted to the drug, and, further, the question of provincial finances and of finding revenue to replace that at present derived from opium. This apathy, the report says, is to be noticed chiefly in a growing indifference as to whether the rules of the Decree of November 1906 are stringently carried out or not. "Generally speaking, smokers do not take out licences; Dens, though officially closed, are in many cases surreptitiously opened. Opium shops are only spasmodically inspected, while Anti-Opium Societies are gradually dying a natural death from lack of funds or interest or both." Though there are exceptions to this state of affairs in certain districts due to enlightened officials, especially in the coast provinces, the report adds "it cannot be said that officials in general have fully carried out the duty of leading the movement imposed upon them by the Court."

It is important to bear in mind that the production of native opium has in recent years been nine or ten times greater than in the amount of opium imported into China, and we presume that one of the principal objects of these half-yearly reports is to enable the Imperial Government to judge whether China is satisfactorily fulfilling the pledges she has given to the British Government on the subject. But this report contains no official statistics, though, we presume, statistical returns are periodically sent from the opium-growing provinces to the Government at Peking. One of the Regulations actually calls upon the provincial authorities to periodically furnish "detailed reports of the area in cultivation," while at the same time they are enjoined to enforce the annual reduction. Possibly, however, Mr. LEECH regards the observations of local residents, or of travellers, as of more value than statistics of the kind one usually gets in China, and so he ends his report with an interesting series of statements of the present position of the anti-opium movement in each province of China. It should not be overlooked that, though the report was only published in London a month ago, it was written last June. We are not aware, however, that there have in the meantime been any marked developments which materially affect the conclusions Mr. LEECH has drawn. In Chili, "little is being done"; in Szechuan, the movement generally is described as "a farce"; in Kansu general indifference is noticeable; in Shan-tung reports are "most conflicting"; and in Anhui the dens are merely nominally closed, and the movement is not generally popular. The provinces of Kiang-su, on the other hand, continues to be amongst those foremost in energy in combating the evil of smoking, though the poppy is but slightly grown in the province. In Chekiang the official attitude is one of total indifference, though smoking is slowly and surely becoming discredited. In Hu-nan the measures taken are so genuine that in some places it is impossible to purchase the drug. In Ho-nan and Hu-peh little or nothing is being done, but in Szu-chuan, which grows so large a proportion of Chinese opium, "it is confidently asserted that the cultivation is on the decrease rather than on the increase." Restrictions on smoking, however, exist now only in name, though among the people the movement against smoking "is really gaining ground." In Kwei-chau and Yun-nan a genuine attempt is being made to stamp out the evil. In regard to Kwangtung, the report states that at Swatow "general apathy reigns supreme," while information from the surrounding country towns shows that the dens are quietly reopening, and that a state of hopeless confusion exists in regard to the Anti-Opium Edict and its enforcement. At Pakhoi, according to an official version,

ten per cent of the population, male and female, are stated to be addicted to smoking, and "there is little popular demand for reform." At Canton "there is nothing new to report. The drug is sold under licences, but the latter are easily obtained."

On the whole these statements, as the Times remarks, "are somewhat conflicting and only very partially encouraging." The impression one derives from this report is that if the Indian Government continues to reduce the gross export of opium to China by one-tenth annually, it will soon run beyond "the standard set by China."

M. de Lucy Fossier, formerly French Consul at Kobe, has recently taken over the French Consulate at Colombo.

A confirmation will be held by the Bishop of Hongkong at the St. Andrew's Cathedral, Singapore, on November 28.

Mr. Arthur Chapman has issued another supplement of eight pages to his valuable street index of the Colony.

Messrs. Cruz, Basio and Co. have been appointed Agents in Hongkong, for the Netherlands Lloyd (Fire and Marine) of Amsterdam and Batavia.

But for the case of plague mentioned last week, the weekly return of cases of communicable disease in the Colony would have been another blank.

The Dalai Lama's birthday presents to the Empress Dowager were: 1 golden Buddha image, 100 Tibetan incense sticks; 1 purple gem and 24 screens.

Acting Lance-Sergeant Purdon was summoned at the Magistrate's yesterday by a couple for assault, but the complainant did not appear and the summons was dismissed.

Fire broke out in a shop at 63 Bonham Street East yesterday morning. The Brigade turned out promptly but the place was gutted before the flames could be reduced. The shop was occupied by a piece goods firm.

A summons against E. Niedhardt of the Medical Hall, for selling a certain bottle of poison without having it properly labelled with the word "poison" in English and Chinese was dismissed at the Magistrate's yesterday.

H.E. Hsu Shih Ch'ang has proposed that the stamp tax on opium be doubled in the Fengtien, Kirin and Hsi Lung Kiang districts. The tax was formerly 200 cash and this he proposes to change into 400 cash.

The return of visitors to the City Hall Library and Museum for the week ending the 8th November, 1908 shows that of non-Chinese there were 331 to the Library and 140 to the Museum and of Chinese 201 to the former and 133 to the latter. The Library was, therefore, used by 531 persons and the Museum by 173.

Mr. Beaumgard, formerly an Inspector under the Taping Sanitary Board, Federated Malay States, brought an action for libel at Peking in respect of an article published in the "Strait Times" dealing with Sanitary Board matters at Taping. The plaintiff was awarded \$5,000 and costs on the higher scale.

To-day is the birthday of the King of Italy, Victor Emmanuel III., who now enters on his fortieth year. During his brief reign he has steadily but unobtrusively worked very hard for the good of his people, and it is universally admitted that the great progress achieved by Italy in late years is also due to his wisdom and tact.

The Gold Medal for quality in the Whisky Section of the Franco-British Exhibition has been awarded to the "White Horse" Whisky belonging to Mackie & Co., Distillers, Ltd., Glasgow. It was only last month that this established firm were honoured with the appointment, by Royal Warrant, of Purveyors to His Majesty the King. Messrs. Lums, Crawford & Co., are the Hongkong Agents.

Prince Cui, says a Peking paper, was much concerned when he read that there were some two hundred and twenty abandoned mines in China, and personally instructed H.E. Pu Ting not to grant permits to open mines in future unless it is proved to his satisfaction that the mines in question would be likely to produce good results, so that the people shall not throw away their money in reckless undertakings.

One of the Hongkong vernacular newspapers is now suggesting that the American visitors to Amoy were not so pleased with their reception as has been reported. They declare that the men had not sufficient to eat and that the general arrangements made by Dr. Mark were far from satisfactory. Such statements are probably actuated by jealousy because there can be little doubt that both officers and men were highly delighted with their reception.

The Birthday Honours List, so far as Hongkong is concerned, has this time proved a blank, but the Colony has pleasant interest in learning that Sir Matthew Nathan receives the Grand Cross of St. Michael and St. George and that Mr. Stewart Lockhart, who received the C.M.G. decoration in 1898, has now obtained promotion in the order. Sir J. H. Stewart Lockhart, K.C.M.G.—to write his new designation—has been thirty years' service in the Far East, twenty-four being spent in Hongkong. And his many friends in the Colony were genuinely pleased to learn from the telegram published in the Daily Press yesterday that his services had at last been recognised by a Knight Commandership. This is one of the honours that has long been expected.

Sanction of the Supreme Court was obtained yesterday for the reduction of the capital of William Powell, Limited by \$45,000. A full report appears in another column.

The first of the practice dances in connection with the St. Andrew's Ball takes place at the City Hall this afternoon, commencing at 5.30 p.m. The programme will be—1. Waltz; 2. Eightsome Reel; 3. Caledonian; 4. Strathspey and Reel; 5. Caledonian; 6. Eightsome Reel. The music will be supplied by the Middlesex Regiment, and the Pipe Band of the H.K. and S.B.E.G.A.

## AN INTERESTING DECISION.

Lieutenant Backwith, Assistant Harbour Master, appeared at the Magistrate's yesterday to prosecute a Chinese for allowing his dog to bark to the annoyance of passengers at Bay View Road. In support of the prosecution he told the Magistrate, Mr. J. R. Wood, that for the last three months the dog in question had caused a great deal of annoyance by its barking. His Worship dismissed the summons on the ground that the Ordinance did not cover this particular annoyance. The annoyance in the Ordinance was the annoyance of passengers of people passing by, and the prosecutor was not a passenger; he was a resident. Before dismissing the defendant his Worship cautioned him not to let the annoyance occur again.

## LOCAL SPORT.

## CRICKET.

CRAGGOW "A" TEAM V. WATSON'S TEAM.  
The above match was played on the Craggower ground on Monday and resulted in an easy win for the Craggower "A" team. The following are the scores:

WATSON'S TEAM.	
E. Irving, c. Acker, b. Macdonald	8
A. Gregory, b. Omon	1
H. Dewbury, b. W. Omon	1
S. J. Taylor, b. Omon	13
H. Rapp, b. Omon	13
H. S. Sarge, b. Hancock, b. Rose	4
E. B. Miller, b. Hancock, b. Rose	4
W. Musker, not out	23
R. Rapp, b. Omon	4
J. Rapp, c. Macdonald, b. Omon	8
M. E. Jones, b. Macdonald	0
Extras	2
Total	67
CRAGGOW "A" TEAM.	
P. Currie, c. F. Rapp, b. Taylor	5
J. Omon, retired	53
H. L. Macdonald, b. W. Gregory	8
M. S. Sarge, retired	15
L. A. Rose, run out	1
G. A. Hancock, retired	81
A. Gregory, c. Jones, b. Taylor	4
H. W. Peterson, b. Taylor	5
A. Carvalho, retired	4
P. Peterson, not out	4
E. Carvalho, c. Jones, b. Taylor	22
Extras	2
Total	131

## SHIPPING.

LATEST STEAMER MOVEMENTS.  
The I.G.M. str. *Manila* left Manila on the 10th inst. at 1 p.m. and may be expected here on or about Friday the 13th inst. at daylight.  
The Austrian Lloyd's str. *Elbergher Franz* from London left Singapore on the 9th inst., and is here on the 15th inst.  
The Swedish str. *Canis* left Shimonski on the 10th inst. a.m., and may be expected here on or about Sunday the 15th inst.  
The H.A. Line str. *Scandia* left Singapore on 10th inst. at 8 a.m., and may be expected here on 16th inst. at daylight.  
The I.G.M. str. *Golden* carrying the German Mails with dates from Berlin of the 21st ult., has left Colombo on Sunday the 8th inst. p.m., and may be expected here on or about Thursday the 10th inst.  
The Ben Line str. *Belem* from Middlesbrough, Antwerp and London left Singapore on the 8th inst. for this port.  
The I.G.M. str. *Princess Alice* which left here on Wednesday the 4th inst. at noon, has arrived at Singapore on Sunday the 8th inst. at 4 p.m.  
The C.P.R. str. *Glenary* arrived Koba at 7.30 a.m. on Friday the 6th inst. and left again at noon Saturday for Yokohama where she is due to arrive at 5 a.m. on Sunday the 8th inst.  
The C.P.R. str. *Leontis* arrived Yokohama at 7.30 a.m. on Sunday the 8th inst., and left again at 4 p.m. same day for Koba where she is due to arrive at 6 a.m. on Tuesday the 10th inst.

SOME SHIPPING RESULTS.  
Among the dozen shipping companies whose results for the year 1907 have recently been made known, the "Shell" Transport shareholders have perhaps most cause for congratulation. This company had a very appreciable augmentation of income, the profits amounting to \$254,500 as against \$207,500 in the 1906-7 period, but it greatly exceeded in its character during the year, being in reality now more a trust and investment undertaking than anything else. It is evident that the alliance with the Royal Dutch Company has been mutually advantageous. One result is seen in the ordinary shareholders of the "Shell" Transport having their dividend increased from 5 to 15 per cent. There was also a most substantial advance in the sum allotted to reserve, depreciation and allowances, which received \$420,000 (including \$150,000 premium on new share) as compared with \$270,000 in the previous year.—*The Globe*.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report: On the 10th at 12.10 p.m.—The barometer has fallen over China, particularly in the North.  
The high pressure area is lying over the Yangtze Valley, and pressure appears to remain low over the N.E. part of the Sea of Japan. The Japanese returns are not yet to hand. Strong monsoon will continue to prevail in the Formosa Channel and the N. part of the China Sea.  
Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—  
Hongkong & Neighbourhood. N.E. wind, fresh; fair.  
N.E. wind, strong.  
Formosa Channel. N.E. wind, strong.  
South coast of China between 10° and 15° N. and 105° and 110° E. Same as No. 1.  
South coast of China between 15° and 20° N. and 105° and 110° E. Same as No. 2.  
Hongkong and Malacca. Same as No. 1.

## TELEGRAMS.

[DAILY PRESS EXCLUSIVE SERVICE]

## OBITUARY.

LONDON, November 10th.  
The Rt. Hon. Sir James C. Mathew, who was Lord Justice of Appeal from 1901 to 1906, is dead.

## BRITISH POLICY.

LONDON, November 10th.  
The Rt. Hon. H. H. Asquith, Prime Minister, speaking at the Lord Mayor's banquet at the Guildhall, said that the Government would maintain the indisputable supremacy of the British Navy, while it was at the same time prepared to enter into international treaties, to grasp the hand extended with goodwill and in good faith.

## THE CASA BLANCA INCIDENT.

LONDON, November 10th.  
Reports from Paris state that the Casa Blanca incident is settled.

## JAPAN AND CHINA.

## AGREEMENT WITH REGARD TO TELEGRAPHS.

Tokyo, November 10th.

An agreement has been concluded between China and Japan with regard to the Chefoo-Kwantung cable, and the Manchurian telegraphs.

Mutual concessions have been made.

The Government of Japan is awaiting the ratification of the agreement by the Chinese Government.

## [REUTERS'S SERVICE.]

## AUSTRIA-HUNGARY.

LONDON, November 8th.  
The Austrian Cabinet has resigned on the question of racial difficulties. The foreign policy is not affected.

## STOCK ROOM IN THE UNITED STATES.

LONDON, November 8th.  
American stocks are buoyant. The biggest sales for 20 months to take place on Friday.

## GERMANY.

LONDON, November 8th.

The ultra loyal Conservatives in the Reichstag, while refusing to support the Liberal proposal to pass a resolution against the interference of the Kaiser, have issued a manifesto hoping that greater reserve will be shown in future inasmuch as the Emperor's remarks have frequently embarrassed the foreign policy.

## NEW GERMAN UNIFORM.

For some time past the German army administration has been considering the question of uniforms and accoutrements in time of war, says a Reuters message.  
It has been long recognized that in modern warfare the big game tactics of the different arms and regiments with their flashing helmets and swords, would be quite impracticable.  
For the infantry, therefore, a new uniform has been devised. The general tone colour is grey, the tunic is loose-fitting, with dull bronzed buttons and a double collar; whilst rifle, cooking utensils, spades, etc.—every fifth infantry man in the German army carries a spade—and the swords of the officers are dimmed.  
The cavalry, it is understood, will also be fitted out with grey uniforms, but out of deference to tradition, each arm will preserve its traditional pattern of headgear, which will however, have a grey casing. The artillery will eventually also be fitted with the new uniform, but, as in the case of the other arms, only for time of war.

## WASTE COAL.

The Indian Trade Journal devotes some space to a matter, which has attracted considerable attention in engineering circles for years, the conversion of waste coal into smokeless briquettes. Coal dust combined with tar to give it consistency and the whole placed under pressure is the basic idea of production. The cost of a complete plant to manufacture 500 tons of briquettes of about 16 lbs. each is Rs. 1,50,000. In Japan it is declared that briquettes fetch Rs. 22-7-6 in Rs. 27 per ton, and that one factory alone has an annual output of 50,000 tons, the bulk of which is taken by the Japanese Navy—a quite eloquent tribute to their excellence as fuel. It is stated the briquettes are now being manufactured in parts of Beluchistan and sold in Northern India. While such big profits are being made even by the present system of coal utilization, it is perhaps not to be expected that briquette manufacture will be universally resorted to. But there certainly appears to be money in it for mine managers who care to take it up, especially as a useful though slightly inferior briquette can be made without special pressing machinery, but merely from a rammer worked on a die.

## SUPREME COURT.

Tuesday, November 10th.

## IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS JAGGOTT (CHIEF JUSTICE).

MOTION FOR REDUCTION OF CAPITAL.  
In the matter of William Powell, Ltd., and in the matter of the Companies Ordinance of 1865.

Hon. Mr. H. E. Pollock, K. C., instructed by Mr. M. J. D. Stephens, appeared on behalf of the applicants.

In the petition it was stated that the original capital of William Powell, Ltd., was \$120,000 divided into 1,200 shares of \$10 each. By special resolution made at an extraordinary general meeting held on June 6th, 1908, the capital was increased by the creation of 3,000 new shares of \$10 each. The Company had issued the whole of its shares, and the sum of \$10 per share had been fully paid up thereon. At an extraordinary general meeting of the Company held on August 28th, 1908, it was resolved "that the capital of the Company be reduced from \$150,000 to \$105,000 by reducing the par value of the shares from \$10 to \$7 each." The reason for this reduction of the capital was that \$45,000 out of the capital had been lost by reason of depreciation of stock, and was unrepresented by available assets. The reduction of capital did not involve either the diminution of any liability in respect of unpaid capital or the repayment to any shareholder of any paid-up capital.

Mr. Pollock said his Lordship would have gathered from the petition that there had been a considerable depreciation of the stock of the Company, and evidence, which had been filed, showed that there was only one large creditor of the Company. When the parties concerned appeared before his Lordship last week in chambers he directed that evidence should be produced before the Court that that creditor consented to the reduction. That had been done, and his Lordship would find on the file an affidavit by Mr. Hinds, Chairman of the Company, and annexed to it the consent of that creditor to the proposed reduction. With reference to the form of order, Mr. Pollock referred his Lordship to Palsan on Company Precedents.

His Lordship—I must see that there is some relation between the amount proposed to be reduced and the stock.

Mr. Pollock—Your Lordship will find that in the affidavit of Mr. Hinds, which reads "At the time when the said special resolution was passed the capital of the Company to the extent of at least \$45,000 had been lost or was unrepresented by available assets owing to depreciation of the stock of the Company."

His Lordship—I thought it was suggested that this stock was old stock in which the capital had been originally invested.

Mr. Pollock—Yes, my Lord. Apart from the reduction your Lordship will see that we should have to put on one side of the statement of assets and liabilities capital \$160,000 while on the other side, to balance that, we only have stock equivalent to \$105,000.

His Lordship—The amount of the stock may have been bought out of profits. The stock in hand may have been added to and be recorded as the proceeds of the profits. I don't see any relation between that and the original capital. The fact that there has been unprofitable trading does not necessarily mean a reduction of capital.

Mr. Pollock—Supposing there was any profit on the working account, that would be divided in dividends. Although this Company has not been so fortunate as to pay dividends lately, it has in the past, and your Lordship knows that dividends would only be payable out of the profits.

His Lordship—I don't think because the findings have been unprofitable and the stock has been reduced, that they should reduce the capital. If you can tell me that this stock is part of the original stock in which the capital was originally invested, then I am satisfied. There must be some relation between the cause of the petition and the petition itself. You cannot merely reduce the capital of a company because business has been bad.

Mr. Pollock—The capital of a company in a business sense would be the stock.

His Lordship—The capital is fully paid up. It seems to me it would be just as reasonable to annihilate altogether the capital.

Mr. Pollock—You couldn't do that. It is simply a question of liabilities and assets.

His Lordship—You cannot say the capital of a company must be represented by its stock. A man with a capital of \$15,000 may have \$300,000 worth of stock if he has a very flourishing concern. You wouldn't then increase your capital. Then, supposing the stock has diminished, why reduce the capital? It must not be imagined that the reduction of the capital is a sort of formality that must be gone through, he Court has got to sanction it.

Mr. Pollock—I quite appreciate that, my Lord.

Mr. Hinds was sent for, and on arrival his Lordship asked him—Is this stock, which you are advertising for sale, old stock in which the capital of the Company was originally invested?

Mr. Hinds—A very large portion of it.

His Lordship—Can you say approximately that that amount of old stock (\$45,000) in which you invested your original capital, is now on your hands?

Mr. Hinds—Yes.

His Lordship made the order applied for, and directed that notice should be advertised in different newspapers.

How to be Beautiful—Keep your complexion, Mrs. Ellen's Creme Chamois, Lait Chamois and Special Skin Tonic and Poudre Chamois will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.



## SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday at the Board Room, Mr. O. McE. Messer (President) presided, and there were also present Hon. Mr. P. A. Hewett, Messrs. A. Shelton Hooper, H. Humphreys, Lau Chu Pak, Dr. Farrow (Medical Officer of Health), and the following officials: Dr. Macfarlane (Assistant Medical Officer of Health), and Mr. A. Gibson, (Secretary).

## FOOT AND MOUTH DISEASE.

The Colonial Veterinary Surgeon (Mr. A. Gibson) reported that the sheds Nos. 4 and 5 Sassoon's Villa in which foot and mouth disease was reported to exist had now been cleaned and disinfected; all the animals had the disease and had now recovered. He, therefore, recommended that the sheds be no longer regarded as an infected area.

On the motion of the President, seconded by Mr. Hooper, the recommendation was approved.

The Colonial Veterinary Surgeon reported another outbreak of the same disease at the Dairy Farm Company's premises No. 6 shed Sassoon's Villa, where there were 12 cows and one bull. He recommended that the shed be declared an infected area.

A motion approving of the recommendation was carried. Mr. Gibson stating in reply to Mr. Hooper, that only one young calf had died.

## FLOOR LININGS AND CEILINGS.

Draft bye-laws were submitted by the sub-committee appointed to consider the best means of providing for the removal of floor linings and ceilings. The proposed bye-laws provided that the Board might define any district or any portion of a district, as an area within which upon one month's notice being given, all ceiling and floor linings should be removed. The Board would have power to grant exemptions where they deemed desirable. The Sanitary Department should at its expense remove the ceilings and linings, lime wash or colour wash any exposed surfaces, and make the floors watertight. In lieu thereof the Department should grant compensation.

Mr. Hooper moved—Something more than painting and colouring exposed surfaces after ceilings are removed is in many cases required.

Mr. HUNPHREYS—I agree with Mr. Hooper. The Vice-President—Should the proposed bye-laws not be limited to areas other than the European reservation and the hill district?

Mr. Hooper—Where the Board or Department have power to pull down any ceilings it is provided that at the public expense the wood-work should be painted, and the walls colour-washed and the ceilings lime-washed. I said something more should be done. It is this: If we were to remove these ceilings we would find the plaster stuck to the batons and the batons nailed to the joists. This would have the rough timber exposed, in addition to which there would be broken cornices remaining all round. Therefore I should like to add that the walls where the ceiling was to be made good.

The President—I quite agree with that. The bye-law, as amended, became part of the bye-law.

## A TEMPORARY SLAUGHTER HOUSE.

A slaughtering contractor applied for permission to establish a temporary slaughter house at Shamshui. In his petition he stated that there had been 40 head of swine less daily since the slaughter house had been removed from Matsukok, and that some holders sent their swine to Shamshui and so avoided paying fees. If his request was refused he dare not commence his contract, and was willing to forfeit his deposit of \$250, as he had already lost \$2,500.

Hon. Mr. HEWETT—The contractor should certainly be protected.

Mr. HOOPER—What is the departmental order referred to? I think the contractor should be protected.

The Vice-President—A road is nearing completion now which materially reduces the distance between the slaughter house and Shamshui district. Other roads will follow which will improve communications. The distances will be considerably less than from the Kennedy Town slaughter house to the Wanchai Market.

It was agreed to allow the contractor to rent a temporary place.

## THE SPITTING HABIT.

Numerous letters were received from different cities in America and Australia together with copies of the bye-laws in force in those places for the purpose of dealing with offenders.

The Registrar-General minute—How many prosecutions will there be daily? Several hundreds I imagine. The extra work thrown on the police and Courts will be considerable. Has this been sufficiently considered? In spite of notices the emigrants (strangers to Hongkong and ignorant of the law) offend daily in this office. A constable should be stationed here. He will get plenty of cases.

Mr. LAU CHU PAK—Slender notices were put up in my office and spittoons provided I have had no occasion to complain. If the same steps were taken everywhere, there would be no necessity for these bye-laws.

Mr. HUNPHREYS—There would be very few prosecutions. The fact of the offence being punishable would alone stop the nuisance to a great extent in public buildings, or semi-public buildings. Certainly notices should be put up, and spittoons provided as suggested by Mr. Lau Chu Pak.

Mr. HUNPHREYS—In reference to the minute of the Registrar-General that emigrants are ignorant of the law, if notices were put up, they would inform them of the law.

Mr. LAU CHU PAK—But the majority of them cannot read their own language.

Mr. HUNPHREYS—I don't wish to go the length of saying we should stop spitting in the public streets. I think we should put up notices in public buildings or semi-public buildings.

Hon. Mr. HEWETT—I think the regulations adopted by British Columbia appear to meet the case. They make spitting punishable by fine or imprisonment; that is, people found spitting in the side walks or public buildings. I think it is possible to introduce similar legislation here. It should be moderately exercised at first, and in time the majority of Chinese here would cease from spitting in sidewalks or in public buildings. I strongly recommend the Government to consider the advisability of legislation based on the regulations of British Columbia. I think it will have a very good effect in time.

Mr. LAU CHU PAK—Unpleasant matters are much preferable to legislation among the lower class of Chinese. Unless you want to make it too unpleasant and drive this class of people out of the Colony, it would be advisable to take other measures.

The President—It appears to me that if spittoons were provided and notices were put up the objection would be done away with. Business men coming here wish to have few regulations as possible to which the Chinese object. It was said that a man could not sell things on the street; that of course, referred to hawkers. In the same way it would be said "You must not go to Hongkong, because you have got to swallow your spit." I think moral suasion would be better. The lower class Chinese do not carry handkerchiefs, and they naturally object to spitting.

Mr. HOOPER—I notice from the papers that Singapore had drawn up a set of laws on the subject of spitting in the streets, and is enforcing them. I don't know what the law is, but I guess that notices were placed all over the town calling attention to the fact that it was illegal to spit on the roadway. There is a difference between spitting in the street and spitting on the roadway. If a man spits on the roadway where ladies' dresses trail along, it is not only objectionable, but very unsanitary. Therefore I recommend in the first place that the Government be asked to instruct the Registrar-General to place notices on every lamp post and on every bill posting station where Government notices are generally put up, calling the attention of the public to the fact that it is illegal for them to spit on the places mentioned, and that notices in English and Chinese—which would be procurable by all residents on application to the Registrar-General—should be placed in public buildings. Not only in Government offices, but in Club-houses where there were several merchants and there was one common staircase and common hallway. We should ask these merchants to provide spittoons, and make it an offence.

The President—We should first have to make it illegal.

Mr. HOOPER—I would suggest that this matter stand over for another six months, and in the meantime that we ask the Government to instruct the Registrar-General to issue notices that spitting is not allowed. It would have a good effect.

Mr. LAU CHU PAK—I understand that the Public Dispensaries sent round lecturers to explain sanitary measures, and that spitting was included in these lectures.

Hon. Mr. HEWETT—I regret that you, Sir, and Mr. Lau Chu Pak as one of the sanitary reformers of this Colony, and even Mr. Hooper should have attempted to check what I think is a perfectly reasonable and legitimate legislation in the Colony. If any gentleman present would be good enough to second this I would move that the Government be recommended to introduce legislation based on the British Columbia regulation. If it is not seconded I will take steps to bring it before His Excellency. No hardship would be inflicted on anybody. It need not be too rigorously enforced, and in the long run it would tend to impress upon the Chinese the inadvisability of spitting promiscuously.

The Medical Officer of Health seconded.

The President—The question is, Are we going to punish people by fine?

After further discussion a vote was taken, two supporting the motion and two voting against it.

The President asked the Hon. Mr. Hewett if he would like the matter to be postponed for another fortnight.

Hon. Mr. HEWETT replied that it did not matter, as in any case he intended to take it further.

The President—What? Bring it up every fortnight?

Hon. Mr. HEWETT—Indeed, I'm not.

## A "PENANG LAWYER."

Replying to a letter from the Secretary to the Chinese General at Singapore who seeks information as to why a class of walking stick is called "Penang Lawyer" the Free Press says—

Apart from the implied libel on the Penang legal profession the phrase must allude to the final convincing force of the argument and bawling when all strict argument fails. The term lawyer is held by Dennis to be a corruption of "lawyer" a species of stout cane growing in Penang. The carrying of these heavy canes or lawyers in days when might was right, may well have induced the humorous idea of terming them "lawyer."

## FEEDING THE DALAI LAMA.

The Dalai Lama is now, Oct. 27th, staying in China daily in preparation for the Imperial entertainment which is to be given to him on the 29th instant, so that he may be able to memorize clearly in the presence of the Throne. The Japanese Minister sent a translator with a present of fruits and edible delicacies to the Potala on the 24th instant. The Russian Minister sent him a similar present. The American Minister has invited him to a dinner in the American Legation but the Dalai Lama declined. The dinner was accordingly sent over to him at the Yellow Temple. The German Minister has also sent him a present of foodstuffs. The Dalai Lama has notified the Board of Dependencies that he will remove from the Yellow Temple into the Young Wo Koon. Chinese Public Opinion.

## JAPAN.

[FROM OUR CORRESPONDENT.]

TOKYO, Oct. 25th.

## HAIL COLUMBIA!

The Great Fleet has gone, and the philosopher, magically transformed in the past week into a sort of cheering idiot, may settle down and ruminate on himself and mankind in general. Even as an onlooker, practically unconcerned in the affair, he felt carried away as the cheerful-looking sailors marched past and the enthusiastic Japanese relieved their overcharged feelings with thunderous bansais. There are critics who will still say it all means nothing; who cannot conceive the Japanese entertaining a genuine feeling of friendship for any foreign people. The reflection does not do credit to the critic's head or heart, but it is useless discussing the matter. Suffice to say that during the past week it has been all "Hail Columbia" and good fellowship, and everyone hopes the generous sentiment that has been aroused by the visit of the Fleet will remain among both peoples.

KURIHAMA AND THE PERRY MONUMENT. Kurihama—the scene of Commodore Perry's first landing, where the American Friends' Society has erected a fine monument in commemoration of that historic event—has changed but little since Commodore Perry landed. It is a fishing hamlet on the Peninsula, a few miles from Yokohama. Perry landed a short distance from the village, on a sandy shore, and the most conspicuous object there to-day is the monument erected seven years ago in memory of the historic occasion. The monument consists of a plain piece of lava stone, flat and about 12 feet high. It is fixed at the bottom in cement and the base is built of stones about six feet high. It is a very plain but striking memorial. There are two inscriptions on the slab, in front the Japanese and on the back that in English, which runs as follows:—

"This Monument Commemorates the First Arrival of Commodore Perry, Ambassador from the United States of America, who landed at this place, July 14, 1853. Erected July 14, 1901."

Enclosed within the railings surrounding the monument are pine trees which, as yet, were planted in 1901 by Viscount Kaneko, President of the Society and Admiral Rodgers, representing the United States.

OLD INHABITANTS' RECOLLECTIONS. By far the most entertaining event of the day to those who accompanied the American Friends' Association (an authorized, but not very happy translation of Belgu Kyoku) was the presence of two old men of Kurihama, witnesses of Perry's arrival, who were invited as honoured guests.

Recollections of old days they related for the benefit of a large company gathered round and they were pressed with questions regarding the appearance of Perry and his men and the appearance of the ship. One of the two who was eleven years old at the time of the visit, undertook to be spokesman and occupied the company for an hour with his personal impressions. As simple-minded to-day as 55 years ago, he could distinguish but little between foreigners, and upon a questioning whether your correspondent bore any likeness to the Commodore, replied with great emphasis in the affirmative, which was greeted with loud laughter. But by this time the other old men of the company were getting jealous because their friend had the distinction of monopolising the whole company with his memories. Consequently, almost everything he said was now being contradicted in malicious undertones by one aged eighty and the other who was over sixty. The patriarch of the three was unfortunately not present at the time of the visit, but had learned a great deal from those who were and therefore thought himself authorized to put in many sides, being egged on by the more mischievous of the bystanders. It appears his interesting discussion was carried on till late in the day when at least a dozen villagers reinforced the patriarch in an attempt to wrest the honours from the spokesman, and related stories of the Commodore's visit told by their fathers.

## A WEEK OF DISORGANISATION.

The first day of the Fleet at Yokohama and Tokyo was but a fore-runner of the days to follow. Elaborate decorations and splendid welcome arched adorned shops and streets and the huge crowds disorganised everything. Twenty-five hundred taxis with hundreds of officers, were ashore every day enjoying free tramway and railway rides, free drinks, free lunches, everything free! Wherever the men gathered in groups, there would be interested, gaping crowds, watching with delight the movements of the team. At five centres in the parks in Tokyo, the American's Friends Association had rigged up large tents, where free beer and lunches were dispensed. Here the men gathered daily in large numbers, and there is no question that they appreciated this accommodation as a place of rest and a centre where they could get information for their little excursions into the by-ways of the city. On the last day was the great citizens' reception in Hibiya Park, to which 3,000 men were invited. The men spent six full days ashore and were royally treated and will not forget it when they get home. For the officers there was a series of the most elaborate receptions, official and private; and they likewise leave Japan harbouring only the most kindly thoughts, while both officers and men freely confessed that they left San Francisco in a very different mood, influenced by the spirit then prevailing.

THE ORIENTAL "WALK THIS WAY." During the stay of the Fleet there was only one dominant figure in the firmament of the Japanese shopkeeper of Yokohama and Tokyo, namely, the ubiquitous Tar. He rolled along in three and four and spent money royally, doubtless persuaded so to do by such announcements as the following:—

## WELCOME.

TO OUR MIGHTY MEMBERS OF THE AMERICAN FLEET. We propose to discount 10 per cent. of the price of goods in our store, specially for Members of the American Fleet. Kobayashi watches and fine goods store is the oldest and the most reliable one in Japan, and at present is making service to the Imperial families, the Department of the Imperial Household and many other noble. The pictures shown below, which were presented to H. I. H. the Prince Takeda-Miya by the high officials of the Department of State for War to congratulate his marriage are the photographs of a pair of golden and silver flower vases which were manufactured by our store. How beautiful and fine they are!

Oh! our dear Members of the American Fleet! Please let us have the honour to see you in our store, and we show you the best of Japanese fine goods.

What sailors could resist such honeyed words!

## THE STRAITS LONG-CREDIT SYSTEM.

Dealing with the meeting held at the offices of the Borneo Company in Singapore for the purpose of arriving at an agreement to reduce the terms of credit, the correspondent of "The Times" says:—

Generally speaking, it may be said that the credit system by the leading English houses here is as follows:—Pieces of goods, rough goods and provisions, 90 days. The large German houses give three months credit, and are not so pressing in demanding payment on due date, while in a few exceptional cases foreign houses have been giving six months' credit, but have not pressed for payment for nine months. At the meeting of the importers at which British, German, Dutch, and Swiss houses were represented, it was mentioned that 25 years ago most goods were sold for cash, paid on delivery, or as soon as the bills were made out, the buyer receiving 3 per cent. discount. Later, the custom was extended to cash in 30 days, less 3 per cent., and so on until the present unsatisfactory terms became current. It means that if the importer desires to show the actual cost of his goods he has now to add a much higher percentage to his cost than he did a few years ago, owing to the extended credit he is given. English, Dutch, and the Netherlands are prominent in this respect, of the long credit system, but in Java there has recently been some improvement. In China, the Philippines, Borneo, and India, importers incur much less risk, owing either to terms of credit being much shorter or to a guarantee system being in force. In the last nine and a half years, importers have lost in the Singapore market no less than \$3,750,000, and even allowing for dividends and compositions (much of which is never paid), the net losses are over \$2,000,000. Startling enough as this figure is, it is generally believed that Penang importers have suffered more severely by rates.

At the half-yearly meeting of the Penang Chamber of Commerce, the chairman (Mr. Cecil Guinness) said that one thing might be gained by the late trouble, and that was to give a death-blow to the unhealthy system of doing business on long credit. All the speakers at the Singapore meeting were of the same opinion. Mr. Guinness said there was a 30-day limit in getting the representatives of the importing houses to agree to a rigid system of restricted credits. One merchant proposed the following terms on which goods should be sold:—Cash on delivery, 5 per cent. discount, 30 days credit, 3 per cent. discount; 45 days credit, no discount; and on no account should credit exceed 45 days. He proposed the formation of an importers' association under the sanction of the Chamber of Commerce, and the imposition of penalties on members in the event of their failing to observe the rules. He also proposed giving the dealers six months' notice of the change. Subsequent speakers doubted whether the different houses would agree to this hard and fast system, and eventually a committee was appointed to go into the matter thoroughly.

Great diversity of opinion exists, and at the last meeting, when it was proposed to notify the goods dealers that from the Chinese New Year (Jan. 29) the terms of credit would be strictly limited to 30 days for payment of goods bought, an amendment was carried deciding not to do anything unless every godown (business house) found itself in a position to agree, and abide by the original proposition. This utilitarian amendment would, apparently, leave matters where they were but it is satisfactory to be able to state that several of the big houses are enforcing their own terms of short credit, and hope it is not too late to attempt to bring all the houses into line will not be entirely abortive.

## MARINE INSURANCE.

The writer of the notes in the Times on the marine insurance market says:—

In a recent issue of a Japanese journal attention was called to the difficulty experienced by the local marine insurance companies in reinsuring their risks with foreign companies. It has been pointed out before in these notes that the criticism published from time to time in the Japanese Press is directed not against the ocean liners with which London is concerned, but against steamers carrying on the local coasting trade. Underwriters have largely abstained from covering these steamers because, although the vessels of the big companies are regarded as first-class risks, the local vessels are necessarily in a different category.

The same journal gave some interesting figures with regard to the recent large increase in disasters to Japanese shipping, and pointed out that last year the tonnage of Japanese steamers which were lost amounted to \$9,000, against an average yearly loss of \$2,500. This year, from April to August, the losses already reach \$25,000 tons, so it is feared that when the losses during the dangerous period between October and March are added, the toll for the twelve months will be found to be exceptionally heavy.

In some quarters this increase in the number of accidents is considered to be the indirect result of the general trade depression, which has prompted Japanese shipowners to take more risks, while others the opinion is held that they are partly due to mishaps occurring to inferior boats, which were acquired in large numbers during the Russo Japanese war. A Shanghai newspaper published some time ago, some correspondence on this subject, in which it was suggested that the competency of the majority of the Japanese master mariners left a great deal to be desired, owing to the lack of sufficient experience. The granting of master's certificates to men without proper experience, if it is done—as is the case for which the Japanese Government is responsible; and it is urged that an investigation should be made as to the truth of the allegations against Japanese captains.

## LATE TELEGRAMS.

[FROM CAYLON PAPERS.]

## DEATH OF MR. ARTHUR JEPHSON.

London, October 23rd. The death is announced of Mr. Arthur Jephson who served in the Echin Pasha Relief Expedition.

## A LADY "MAYOR" APPOINTED.

London, October 23rd. Miss Dove, Principal of Wycombe Abbey, has been nominated Mayor of High Wycombe. This is the first time in history that a lady has been so nominated.

## A NEW CANAL.

London, October 23rd. The Glasgow Corporation has decided to request the Government to sanction the construction of a ship-canal joining the Forth and the Clyde, thus linking the North Sea with the Atlantic Ocean. The plans are ready.

## THE OLYMPIC GAMES FOOTBALL FINAL.

London, October 24th. The final round of the Association Football Tournament, in connection with the Olympic Games, has resulted in the victory of Great Britain over Denmark by two goals to nil.

## GLASGOW AND EDINBURGH UNIVERSITIES.

London, October 24th. The voting for the election of the Lord Rector of Glasgow University has resulted as follows:—

Lord Curzon ... 947  
Mr. Lloyd George ... 935  
Mr. Kair Hardie ... 122

For the Lord Rectorship of Edinburgh University Mr. Wyndham defeated Mr. Winston Churchill.

## THE SUFFRAGETTE.

London, October 24th. The suffragette leader, Mrs. Pankhurst and Mrs. Drummond, have been bound over in sureties of £200 or three months' imprisonment, in default, and Miss Christabel Pankhurst in surety of £100 or ten weeks' in default. They elected to go to prison.

## EGYPT AND A PROTECTORATE.

London, October 24th. Telegrams from Cairo state that an interview is published with Sir Eldon Gorst, who is denying the rumours of the establishment of a British Protectorate over Egypt, and that Britain had given Turkey and Europe solemn pledges to respect the Sultan's rights in Egypt. It would be folly to think of unrestricted Parliamentary Government for the Egyptians, who were still unfit for self-government. If the present experiment of the participation of the Egyptians in local affairs proved successful, the enlargement of the powers of the existing elective bodies might be considered.

MR. BURNS AND THE UNEMPLOYED. London, October 25th.

Mr. Burns, in outlining the first act of the new reservoir at Molesey yesterday, explained his policy with regard to unemployment. He had constantly urged the public authorities to co-operate with him in the task of relieving the unemployed. The beginning of the Molesey reservoir was symptomatic of a new spirit. Temporary relief works, he declared, were an incentive to the thrifless and a bonus to the blockhead, and he felt honoured by the abuse of superficial critics.

The Sunday papers give prominence to reports of an intrigue against Mr. Burns, and allege the existence of a Socialist vendetta inspired by his prosecutions of guardians. It is stated that Mr. Burns was responsible for the Government's abandonment of the proposal made by Mr. Lloyd-George and Mr. Winston Churchill, to increase the municipal rates for the unemployed.

RACE FOR THE VANDERBILT CUP. London, October 25th.

The race for the Vanderbilt Cup over a course of 258 miles on Long Island took place yesterday. There were twenty entries. Robert on an American car, won in 4 hours 2 minutes 36 seconds, the Italian Isotta car being second. The race was then stopped owing to the crowds overflowing the track.

THE PARI-MUTUEL AND HORSE RACING. THE CHANGE IN JAPAN.

Describing the autumn meeting of the Nippon Race Club, the Japan Gazette says:—

Oh what a change was there in Nippon! The crowds of Japanese thronging the Nagasaki Race Course at the usual meetings was noticeable negatively. The Japanese grand stand, at the time of the first race, had two occupants, and two only. The outside grand stands, erected of rope and timber by Japanese speculators anxious to turn an honest yen, were a miserable disappointment to the optimistic promoters, whose enterprising efforts were rewarded by long runs of empty benches. Fortunately the Lovers' stand from the days of disorderly Japanese gamblers who have rendered themselves so great a nuisance at recent meetings. Truly the new Japanese regulations had an amazing effect on the Japanese enthusiasm for racing. As though the restrictive regulations already enforced were not sufficient, the authorities at the last moment forbade the sale of race books because they did not comply with the conditions governing publications in this country. The race books did not differ in any way from previous books issued by the Club, so that the action of the authorities was viewed as pure obstruction, as if any deficiency were known intimation could easily have been given to the Race Club in time for all the formalities to be complied with.

THE VINDICATION OF THE PARI-MUTUEL IN CAYLON.

The advantage both to owners and to the Club of shutting out bookies and running the pari-mutuel in Ceylon has exceeded expectation. In 1905 Rs. 750 were allotted for prizes, and in 1906 Rs. 1,000 will be awarded. This is nothing less than a transformation, says the Ceylon Observer, and as the Chairman of the Ceylon Turf Club said at the meeting, "Owners stand to win no less than Rs. 3,000 to nothing more than they could in those years. Now I venture to think it would require some very bold plunging indeed to enable owners to win that amount of money from any bookmaker running in India or elsewhere at the odds we were accustomed to obtain in the past." This being the position, the C. T. C. was never before in such a flourishing way.

## SPECIAL BARGAINS

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BROADWOOD. COLLARD.  
WEBER. RACHALS.  
HAAKE. KRAUSS.

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MAKERS OF REPUTE

WEAR GUARANTEED!

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CASH OR CREDIT.

ROBINSON PIANO

CO., LTD.

Hongkong, 13th July, 1908.

THE PEKING-HANKAU RAILWAY.

BIDEMPTION LOAN CONTRACT.

The Times, correspondent at Peking on the 8th ult. telegraphed:—

The Peking-Hankau Railway Redemption Loan Contract, the terms of which were initiated on Monday, was signed this afternoon by Sir Walter Hillier, the agent of the Hongkong and Shanghai Bank; Mr. Cassanese, formerly chargé d'affaires of the French Legation, and at present agent of the Banque Indo-Chinoise; and Cheng-shi, the President of the Ministry of Communications.

Negotiations have been proceeding for some time past, the object being to take advantage of Article Five of the original contract with the Belgian Société des Etudes, signed on June 28, 1898, to redeem the bonds at par, and thus enable China to enjoy the undivided profit, which is very considerable, instead of as hitherto, having to pay 20 per cent. profit to the bondholders. The delay has been due to the unwillingness of the Chinese Government to invest a clause in the contract specifying that the loan would be applied to the redemption of the Peking-Hankau Railway, though admittedly such was the intention. The contract, which is sanctioned by an Imperial Edict, provides for a loan of five million sterling, with interest at 5 per cent., reduced after 15 years to 4½ per cent. The whole loan is to be issued at once, and is redeemable in 80 years by 20 annual instalments, beginning in the 11th year. The service will be paid from the revenues of the various productive works under the control of the Ministry of Communications. The security is the Imperial Chinese Government's guarantee, plus certain inland revenues specified to total an annual value of 4,520,000 Keping taels (276,600 of the purchases of Chi-kiang, Kiangsu, Hupei, and Chihli).

Of the proceeds of the issue, 80 per cent. will be applied in Europe for the redemption of certain Chinese railway loans, it was reported. The redemption of the Peking-Hankau Railway, and the balance will be applied in China to productive works, the nature of which is unspecified, under the control of the Ministry of Communications. The English and French banks participate equally, this being the first Anglo-French loan contract signed in China. Its signature will give great satisfaction throughout the Far East. The relations between the two banks and the two Legations throughout the negotiations have been most intimate, loyal, and friendly.

The present condition of the railway which will now be redeemed is very unsatisfactory. The line having been run too closely to make the largest profit possible, without regard to repairs. It is estimated that at least one million sterling will be needed for works of retraction.

## BRITISH COTTON-GROWING ASSOCIATION.

At a recent meeting of the council of this association held in Manchester, the president, Sir Alfred Jones, in the chair, it was reported that a considerable quantity of cotton of superior quality is now coming forward from the British East Africa Protectorate. In Uganda and the districts adjoining the Lakes good reports are to hand, and it is expected that the yield of this season will amount to several thousand bales of cotton valued at £3 to £4 over last year's crop. The reports from Nyassa land continue favourable and shipments of last year's crops are now coming forward. A sale of 8,000 bales of cotton from this protectorate was recently made at 17½ points on midland American. With regard to West Africa, it was reported that the purchases of cotton in Lagos for the month of September were equal to 70 bales, bringing the total purchases from the beginning of the year up to 5,284 bales. Colonel Waterston, the Chief Commissioner of the Northern Territories of the Gold Coast, has reported that the Tamale district is very suitable for cotton cultivation. It was decided to obtain an expert report as to the possibilities of cotton cultivation in the district. It was mentioned that a report had been received on the cultivation of Egyptian cotton in Sind during 1907. The area sown with Egyptian cotton was 6,835 acres. As far as can be ascertained, the total crop was between 1,700 and 1,800 bales of 40 lb. Good prices were obtained for the cotton, which was principally sold for use in the Ahmedabad and Bombay mills. The resolution passed at the conference with the West Indian cotton-growing delegates in August last, urging upon the Government the vital importance of establishing a Central Department for Tropical Agriculture was discussed, and the opinion was expressed that everything possible should be done to push forward the establishment of such a department. An allotment was made of £2 share, applied for during the month, bringing the total number of shares allotted to date to 231,195.







## INSURANCES

## THE GLORIOUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co.  
Hongkong, 13th August 1908 23

## NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1907 £18,114,624.

I. Authorized Capital.....£2,000,000  
Subscribed Capital.....2,750,000  
Paid-up Capital.....687,500 0 0  
II. Fire Funds.....3,065,374-15 7

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 21st July, 1907 1019

## AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO.,  
Agents.  
Hongkong, 5th September, 1908. 114

## MITSUBISHI GOSHI KAISHA (MITSUBISHI CO.) COAL DEPARTMENT

SOLE PROPRIETORS OF TAKASIMA OCHI HOJO, NAMAZUTA, SAYO, SHINNEW, and KAMAYAMADA Collieries.

SOLE AGENTS FOR KISHIDAKE, MIYAO, and KIGYO KOMATSU Coals.

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Cable addresses for above, "IWASAKI" Codes, AI, ABC 5th Ed., Western Union.

AGENTS:—YOKOHAMA: M. ASADA, Esq. CHINKIANG: Messrs. GEARING & CO. MANILA: Messrs. MACDONALD & CO. For Particulars apply to

H. OISHI, Manager, Hongkong, 7th August, 1908. 716

AS SUPPLIED TO THE HOUSE OF COMMONS.

## THORNE'S OLD VAT



THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF DUNDEE AND HAS BEEN SOLD SINCE 1851

## SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA. A. S. WATSON & CO. LTD.

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## LADIES

For functional troubles, delay, pain and those irregularities peculiar to the sex. Prescribed by the highest French Medical authorities and superior to Tansey, steel Drops and Penny royal.

CHAPOTEAU, 8, rue Vivienne, Paris. Sold by all Chemists.

## THE DIRECTORY AND CHRONICLE FOR 1909

Copies may be obtained at the "HONGKONG DAILY PRESS" Office or from Booksellers throughout the Far East. Hongkong, 15th February, 1908.

## NOTICES TO CONSIGNEES

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "PALERMO," FROM ANTWERP, LONDON, MALTA, PORTSAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 9th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT, Superintendent.  
Hongkong, 9th November, 1908. 1

## NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

"PRINZ LUDWIG," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th November, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th November, at 3.30 a.m.

All Claims must reach us before the 15th November, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

This steamer brings cargo ex s.s. "Cobito" from Venice.

NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents.  
Hongkong, 6th November, 1908. 5

## "MOGUL" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

## S.S. "SIKH," FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 5th Dec., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

Hongkong, 6th November, 1908. 1538

## NAVIGAZIONE GENERALE ITALIANA (Florio and Rubattino United Companies).

## NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

## THE Steamship

"CAPI," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon on the 15th inst., or they will not be recognised.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 3.30 a.m.

No Fire Insurance has been effected.

CARLOWITZ & Co., Agents.  
Hongkong, 6th November, 1908. 4

## S.S. "ARMAND BEHIC," COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Dordogne" and "Douro," from Havre ex s.s. "Douro" from Bordeaux ex s.s. "P. Morel," in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after Monday, the 16th Nov., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 16th Nov., or they will not be recognised. All damaged packages will be examined on Monday, the 16th Nov., at 3 p.m.

No Fire Insurance has been effected. P. NALLIN, Acting Agent.  
Hongkong, 9th November, 1908. 2

## SUNKEN GOLD.

## TERRIBLE ADVENTURE.

The New York correspondent of the London Daily Telegraph, wired on the 10th ult., that a Spanish schooner, the "Mayflower," arrived here at midnight. To a little group of past and present colleagues of Yale and Harvard they described the tragic shipwreck of the yacht "Mayflower," which years ago in two straight races beat the British sloop "Galatea" in the race for the America Cup. The "Mayflower," met with disaster during a hurricane 500 miles east of Watling Island, the original San Salvador of Columbus. Her crew composed of gentlemen adventurers, fled with the ambition of seeking treasure from the hold of a sunken Spanish galleon, at a spot which had been located in the Caribbean Sea, experienced within three days enough of danger, suffering, and likewise sea-sickness, to last them for the rest of their natural lives. The professional sailors who had accompanied the American "Varsity" men aboard the "Mayflower" remained at Baltimore, to which port those rescued had been brought by the frigate steamer "Hippolyte Dumas."

Shall you resume your search for sunken gold? I asked of a Harvard man once a famous football player. "I had charter another boat," he replied, he gave me a look sufficient to freeze one's blood, and turned away. Other members of the party, however, who were more tactfully approached, agreed unanimously that their last for sunken Spanish gold had been entirely conquered, and never again would they tempt fortune in the Caribbean Sea. Mr. Roger Derby, of Harvard, amplified the story of the wreck of the "Mayflower" in the columns of the cable. The "Mayflower" actually dipped her masts into the sea, and the water rose to her skylights. After a terrific pounding the crew cut away the rigging and hacked away the mast. In the "Mayflower's" long stern were three tons of dynamite, and each crash jarred the stern in such a way as to suggest that an explosion might take place at any moment. With the hatches awash, and at the mercy of the tremendous seas the colleagues spent three terrible days and three sleepless nights.

It was not until Sunday that the "Hippolyte Dumas," after two hours' manoeuvring, succeeded in getting a lifeline across to the dismantled yacht, and by this means men after man was dragged into safety aboard the steamer. Two days before they had practically given up all hope of rescue, for by box they had thrown overboard three tons of dynamite, but, to their horror, they found that each box floated, and it was not until the boxes became saturated, and ceased bobbing around the derelict vessel, that all danger of explosion ceased.

But by this time (to quote my informant) we were reduced to such a state that nobody seemed to care very much whether we were blown to atoms aboard the ship, whether we starved, or whether we drowned—it was all one to us. To lighten the ship we also jettisoned barrels of flour and beef to the amount of nearly three tons.

Before the arrival of the "Hippolyte Dumas," another steamer, named the "Ran" of Bergen, a Norwegian tramp, tried to rescue the colleagues, but she was heavily laden, and was completely awash fore and aft. The "Ran" was unable to launch her boats on account of the heavy sea, but she let go a lifebuoy, with a line attached to it, the hope that it would drift to the "Mayflower."

Mr. Noyes, a young Harvard graduate, stripped and graced himself with oil, dived into the raging sea and swam for the trailing line. He made it fast to the lifebuoy about his waist, and was towed back to the "Mayflower," because "it was a gallant action" said Mr. Derby, "because a 10-foot shark was alongside." All agreed that Noyes, who is a little fellow, was the bravest man aboard.

However, to fierce was the gale that the Norwegian tramp could do nothing further to help, and stood by, as another vessel this time the "Hippolyte Dumas" hove in sight. It was now Sunday morning, and the weather had somewhat abated. Captain Danielson, of the "Hippolyte Dumas," after several attempts, shot a lifeline across the Mayflower's deck, and all were saved. The "Mayflower's" timbers had parted, and the old racer was rapidly sinking when the gentlemen adventurers and the other members of the crew left.

## AMERICA AND CHINA.

## A TREATY OF ARBITRATION.

The New York correspondent of the *Globe*, in a dispatch dated the 10th ult., says:—

It is announced from Washington that on Thursday last Mr. Root, Secretary of State, and Mr. Wu, Chinese Ambassador, signed a treaty of arbitration between the United States and China. This explains the Ambassador's frequent visits of late to the State Department, and to some extent the persistence of the rumors that negotiations were proceeding for a treaty of alliance between the two countries.

As was pointed out here, the United States can enter into alliance with no foreign Power, but that prohibition does not, of course, apply to treaties of arbitration or friendly understanding. There is not the slightest doubt that the relations between the United States and China are of an exceptionally close and cordial character. The Washington Government is fully alive to the vast importance to this country from a commercial point of view of maintaining intact the principle of the open door, and is watching with a suspicious eye the policy of Japan in Manchuria, which, to outward appearance at any rate, would seem to indicate an intention to close the door of commercial and trade opportunity to all but Japanese.

In particular the dispute between Japan and China over the Heilmann-Pakumen Railway is being followed by the Washington Government with the closest attention, and if the Japanese Government should persist in violating the contract of arbitration, it is certain that the United States Government will protest. The importance of this question is well understood in Washington, and among the big business interests concerned in the opening up of China.

The whole world was certain to benefit, and this country not less than others, by the development of railway communication in China, but this has been seriously checked by the action of the Japanese Government, which, in effect, has claimed that China has not the power to construct railways even from one point to another within the well defined borders of Chinese territory. That at any rate is the deduction drawn here from the Pakumen railway veto.

Tokyo dispatches state that a special Chinese envoy has been sent to Tokyo to negotiate a friendly settlement. It is hoped here that he will be watched and reported upon by the American diplomatic representative, and doubtless also by the British, for the interests of the United States and England are thought to be closely connected in this matter.

## A LOVER OF MYSTERY.

## FIN PICTURE OF THE PRINCE OF BULGARIA.

Descending from the picturesque Café Egorland at Marienbad one day in August 1904, I observed a curious procession laboriously climbing the hilly pathway, the front walkers a tall, bearded gentleman with a very aged and very bent little black-robed lady leaning on his arm. Behind them followed four martial-looking gentlemen with fierce black mustaches, set up à la Guillaume, then two nuns in spotless white, leading the two smallest of four children, ranging in age from ten years downwards, by the hand, then two men-servants carrying rugs and overcoats, and, finally, bringing up the rear of the pageant, came five members of the local "secret" police, their honest rustic faces (known by everybody) expressing a delightful mixture of profound mystery and awed attention.

A dense and painfully intrusive crowd of sightsees (stuporously removing heavy weights of all nations doing the same) snatched merrily in the wake following the procession step by step with sublime patience and endurance.

This occurrence presented a daily picture of his Royal Highness the Prince of Bulgaria and his mother, the famous Princess Clementine of Coburg, out for a "quiet stroll" on the promenade.

On reaching a corner at the foot of the hill I nearly ran into the arms of two quiet gentlemen in green Tyrolean hats, briskly descending the incline to the tune of a softly-whistled Austrian "Alpenlied," propelling themselves by means of a pair of formidable-looking native sticks, and absolutely unnoticed by anybody—merely the King of England taking the first half of his daily exercise, accompanied by an Esquerry.

NOT POLITICAL.

Prince Ferdinand's visit to Marienbad, it was carefully announced at the time, had nothing whatever to do with politics; nothing but reasons of health could ever have induced his Royal Highness to honour that obscure corner of the earth with his presence.

Eight days after his arrival at Marienbad he had an informal conversation with King Edward at the Hotel Weimar, after which the prince seemed to possess no further charm for the Prince of Wales.

It was no secret that the chief subject of the conversation, which devolved upon the perpetual question of Bulgarian independence and England's recognition of Prince Ferdinand's kingship, resulted in true disappointments. Princess Clementine was present at the interview, the gist of which never transpired, but two days later the presence of the Prince was urgently required at some "family function" at Coburg, thus abruptly terminating his "vacation."

The web of a truly sphinx-like mystery with which the Prince always loved to surround himself, even to his most trivial movements, was never for a moment raised during his stay in Marienbad. The innate passion for romantic pose, which seems to run in the family, was never relaxed. "Plots" were scented everywhere, and the royal person was guarded with a proportionate jealousy that would have done honour to the rulers of an Eastern potentate.

FAVOUR INTERVIEWED.

Through the good offices of an Austrian statesman, I managed to obtain a short interview with his Royal Highness, on the express condition of "strictly unpolitical topics."

At close quarters I found the Prince a most courteous gentleman with absolutely no suspicion of mannerism of "side" about him, a fluent conversationalist, and an intelligent observer of men and matters.

He spoke French with a pronounced German accent, in spite of his French extraction, and German with the easy disregard for grammar peculiar to the Austrians.

His manners were distinctly French, including the lifting of eyebrows and shoulders, signifying humorous application, and an easy Napoleonism, or rather Orleanism, wave of the hand, but his restless eyes, shallow complexion, and somewhat heavy features betrayed an impetuous and a nervous disposition.

In reply to one of my questions regarding his future movements, he replied with a short, weary laugh: "Now you ask me a question I have not been able to solve myself the last ten years, I am a 'telegraph man,'" he added, and seeing my perplexed expression he continued: "Yes, you don't know what that means, I composed the phrase myself. A telegraph man (in Telegraphen Mensch) is an individual, such as I, whose movements are entirely controlled by wires and despatches. If, for example, a certain important despatch arrives here this evening, I may have only half an hour's grace to leave this pleasant town for a destination as yet unknown to myself."

RESIGNED SADNESS.

The Prince uttered these words in tones of unfeigned mystery, while his face assumed an expression of resigned sadness, invoking sympathy.

I was anxious, before leaving, to obtain possession of the Prince's autograph for my collection, and the request was readily granted. As there happened to be no suitable paper available, the Prince took from a drawer an ordinary postcard signed it "Ferdinand, 1904," and handed it to me, remarking genially:—

"I am awfully sorry I haven't anything better. You will observe that this picture is after an old photograph, and that my hair (pointing to his almost denuded pate) 'was once a beautiful thing; my nose, alas! always remains the same; it never grows shorter!'"

At this juncture one of the officers attending at the door entered and, although in uniform, he saluted in smart military fashion, announcing something in his native tongue, which, judging from his serious demeanour, I took to be a message of the gravest political importance.

Again the Prince's features grew cloudy and mysterious. He gently waved the officer out of his presence with an air of apprehension and hastily terminated our interview.

As I was in the act of retiring the officer re-entered, ushering in two gentlemen who had apparently caused the stir. I knew them both from reputation—one a pediculator and the other a message specialist from Carlsbad, whence they had been summoned by telegraph, as I learned later, because the Prince did not place sufficient faith in local exponents of those useful arts!

Thus at least one little mystery was satisfactorily explained!—K. P. N. in the *Daily Mail*.

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is most serviceable in warm climates as a preventive of prickly-heat or other skin irritation. Well adapted for regular bath and toilet use by its purity, antiseptic properties and pleasant perfume.

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# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	OCEANA	About 13th Nov.	Freight and Passage.
LONDON VIA USUAL PORTS	DELHI	Noon, 14th Nov.	See Special Advertisement.
LONDON and ANTWERP	SOMALI	On 2nd Dec.	Freight and Passage.
VIA SINGAPORE, PENANG, COLOMBO PORT SAID and MARSHALLS	Capt. A. G. Cubitt, R.N.		

For further Particulars, apply to

E. A. HEWETT  
Superintendent.

Hongkong, 10th November, 1908.

# CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HONGKONG and HAIPHONG	"HUPPEH"	On 17th Nov. 8 A.M.
TIENTSIN	"KUBICHOV"	On 19th Nov. 4 P.M.
MANILA ZAMBOANGA TRUK		
DAY ISLAND COOKTOWN		
CAIRNS, POWNSVILLE		
BRISBANE, SYDNEY	"CHANGSHA"	On 21st Nov. 4 P.M.
Transitment for TASMANIA		
NEW ZEALAND, ADELAIDE		
FREMANTLE and PERTH		

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

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# INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHOYSANG"	Thursday, 12th Nov., Noon.
SHANGHAI	"TINGSANG"	Thursday, 12th Nov., 4 P.M.
TIENTSIN via WEIHAI	"CHIPSING"	Friday, 13th Nov., Noon.
WEI & CHEFOO		
MANILA	"YUNTSANG"	Friday, 13th Nov., 4 P.M.
MANILA	"LOONGSANG"	Friday, 20th Nov., 4 P.M.
SHANGHAI, YOKOHAMA, KOBÉ & MARIANA	"NAMSANG"	Saturday, 21st Nov., Noon.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Friday, 27th Nov., 1 P.M.

RETURN TOURS TO JAPAN.

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The steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light.

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GENERAL MANAGERS.

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AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG  
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
ANPING via SWATOW	"SHOSHU MARU"	WED'DAY, 11th Nov., at 8 A.M.
AMOI & TAKAO	Capt. IJICHI	
SHANGHAI via SWATOW	"BUJUN MARU"	SUNDAY, 15th Nov., at 8 A.M.
AMOI & FOCHOO	Capt. Y. FUSENO	
TAMSU via SWATOW	"JOSHIN MARU"	SUNDAY, 15th Nov., at 9 A.M.
AMOI	Capt. Y. KAWABE	

\* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidships. Unrivaled Table.

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Hongkong, 11th November, 1908.

T. ARIMA, Manager.

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NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBÉ:	FOR HAVRE & HAMBURG:
S.S. SCANDIA	S.S. SENGAMBIA
20th Nov.	17th Nov.
S.S. ISTRIA	FOR MARSEILLES, HAVRE & HAMBURG:
5th Dec.	S.S. SITHONIA
S.S. KRISTINA	4th Dec.
17th Dec.	FOR HAVRE & HAMBURG:
S.S. ANDALUSIA	S.S. SEGOVIA
27th Dec.	6th Dec.
S.S. SAXONIA	FOR MARSEILLES, HAVRE & HAMBURG:
9th Jan. 09	S.S. SCANDIA
	22nd Dec.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 2nd November, 1908.

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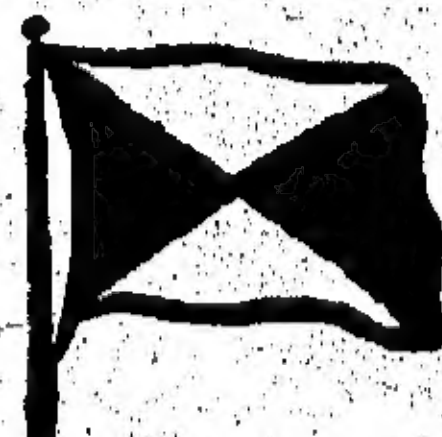
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Hongkong, 22nd October, 1908.

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ZAFIRO	2540	R. Rodger	Manila	On 21st Nov. Noon.

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SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 2nd November, 1908.

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GOTHENBURG.

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SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
HAVRE, DUNKIRK and BALTIC PORTS	"CANTON"	Middle of November.
SHANGHAI, YOKOHAMA and KOBÉ	"SIAM"	Middle of November.

For Further Particulars, apply to  
Hongkong, 31st October, 1908.MELOERS & CO.,  
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# NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG  
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	KANAGAWA MARU Capt. N. Ohno Tons 6169	WED'DAY, 25th Nov., at Daylight
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOI, KOBÉ, YOKOHAMA, and YOKOHAMA	HAKATA MARU Capt. T. Mura Tons 6161	WED'DAY, 9th Dec., at Daylight
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	* IYO MARU Capt. S. Ishikawa Tons 6320	TUESDAY, 24th Nov., at 4 P.M.
SHANGHAI and KOBÉ	* KAGA MARU Capt. G. S. Iwakura Tons 6301	FRIDAY, 27th Nov., at Noon
BOMBAY via SINGAPORE, and COLOMBO	YAWATA MARU Capt. T. Sakai Tons 5817	THURSDAY, 24th Dec., at Noon
KOBÉ and YOKOHAMA	NIKKO MARU Capt. A. E. Moses Tons 5539	WED'DAY, 11th Nov., at Noon
NAGASAKI, KOBÉ and YOKOHAMA	YEBOSHI MARU Capt. B. Kon Tons 3798	FRIDAY, 13th Nov., at Noon
	WAKAMIYA MARU Capt. T. Yamawaki Tons 4421	SATURDAY, 14th Nov., at Daylight
	SADO MARU Capt. Geo. Anderson Tons 3927	WED'DAY, 25th Nov., at Noon
	NIKKO MARU Capt. A. E. Moses Tons 5539	at Noon

\* Omitting Yokohama.

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T. KUSUMOTO,

Hongkong 11th November, 1908.

MANAGER. 356

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STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
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TJIMAH	JAVA	First half of Nov.	AMOI	Second half of Nov.
TJILATJAP	SHANGHAI	First half of Nov.	JAVA	Second half of Nov.
TJIKINI	JAPAN	Second half of Nov.	JAVA	Second half of Nov.
TJIPANAS	JAVA	Second half of Nov.	SHANGHAI	Second half of Nov.
TJIBODAS	JAPAN	First half of Dec.	JAVA	First half of Dec.

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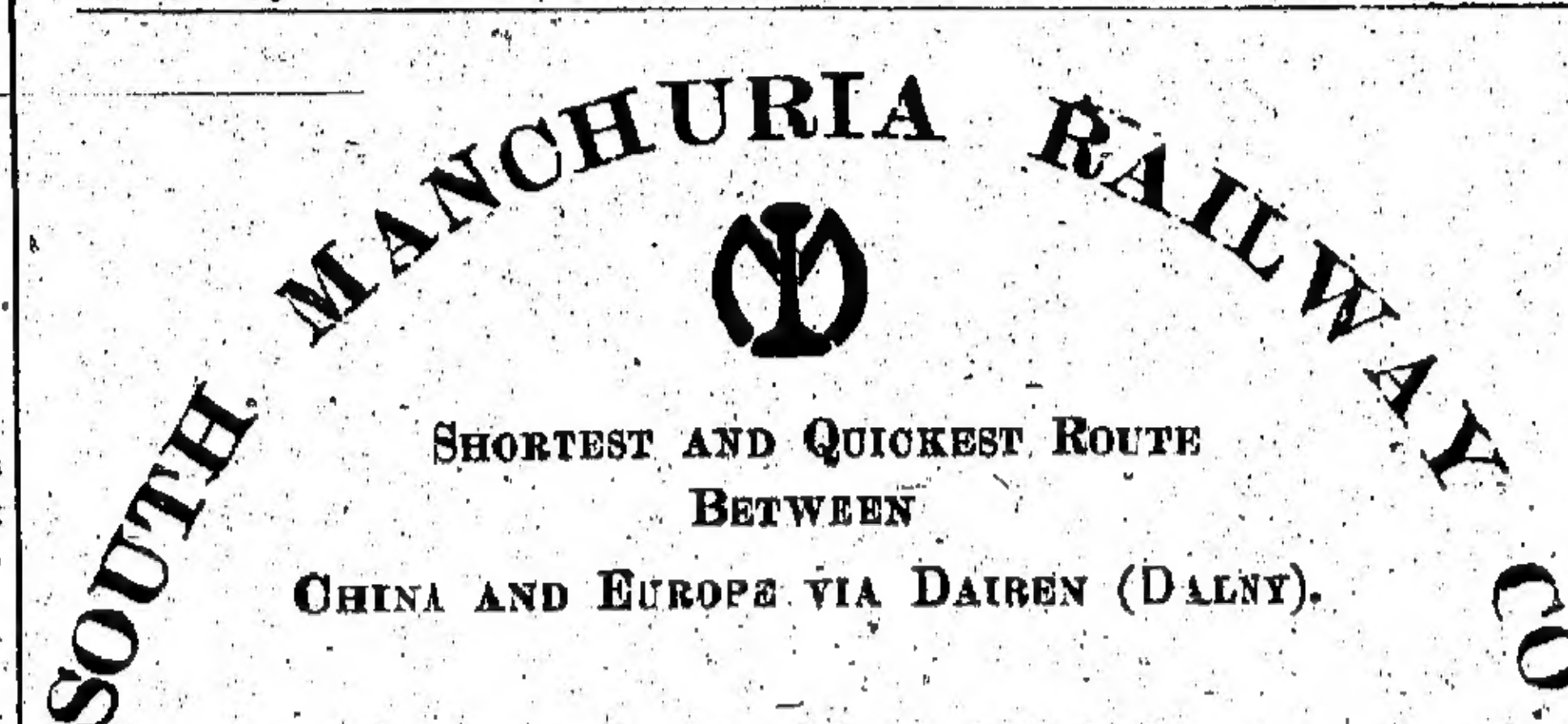
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# SHIPPING IN PORT.

STEAMERS.	AGENTS.
ABRATON AFCAE, British str., 2,931, A. Stewart, 1st Nov.—Shanghai 29th Oct., General—David Sassoon & Co.	RAJABURI, German str., 1,189, H. Bremer, 8th Nov.—Bangkok and Swatow 7th Nov. Rios—Butterfield & Swire.
BENARIT, British str., 2,510, J. D. Sorehet, 31st October—London 13th September. Iron and General—Gibb, Livingston & Co.	SABRIA, German str., 5,623, Hildebrandt, 1st Nov.—Shanghai 29th October—Hamburg—America Line.
BAN-TEX, American str., 323, D. Francisco, Fabrigor, 5th Nov.—Manila 2nd Nov., Sugar—Order.	SHAOHING, British str., 1,307, Molatosu, 28th October—Shanghai and Amoy 28th Oct., General—Butterfield & Swire.
CAPRI, Italian str., 2,713, D. Pedone, 6th Nov.—Bombay and Singapore 30th October, Cotton—Carlowitz & Co.	SHOSU MARU, Japanese str., 999, I. Ijichi, 7th Nov.—Swatow 6th Nov., General—Osaka Shosen Kaisha.
CHANGSHA, British str., 1,441, E. Finlayson, 6th Nov.—Malbome via Ports 3rd Oct., General—Butterfield & Swire.	STANTIN, British str., 1,395, O. Sangster, 4th November—Lungkat, Samatra, via Singapore 28th Oct., Case oil—Geo. M. Bain.
CHIPPING, British str., 1,199, F. Mooney, 8th Nov.—Tientsin 2nd Nov., General—Jardine, Matheson & Co.	SURUYANG, British str., 997, Pennafather, 6th November—Amoy 4th Oct., Sugar—Butterfield & Swire.
CHUYER, Chinese str., 1,171, C. Stewart, 7th Nov.—Shanghai 4th November, General—China.	TINGKANG, British str., 1,056, E. M. Reynolds, 2nd Nov.—Wuhu 29th Oct., General—Jardine, Matheson & Co.
DEWANGONG, German str., 1,057, F. R. Walldt, 4th Nov.—Bangkok 28th Oct., Rice and Mail—Butterfield & Swire.	TJILATJAP, Dutch str., 2,470, Emmerick, 8th November—Shanghai 4th Oct., Ballast—Java-China-Japan Lijn.
EASTERN, British str., 3,508, F. W. Wood, 8th Nov.—Yokohama and Kobe 3rd Nov., General—Gibb, Livingston & Co.	TJILWONG, Dutch str., 3,053, V. W. Jarrinaes, 7th Nov.—Yokohama 28th Oct. and Amoy 5th Nov., General—Java-China-Japan Lijn.
GERMANIA, German str., 1,713, C. Jurgensen, 7th Nov.—Singapore 1st Nov., General—Johsen & Co.	UEBER, British str., 2,350, Perry, 27th Oct.—Manila 23rd October, Ballast—Master.
GWENFALLOCH, British str., 1,484, J. H. Hains, 7th Nov.—Peking and Singapore 3rd Nov., General—Chinese.	VINE BLANCH, British str., 2,177, H. J. Ratson, 8th Nov.—Manila 5th Nov., Sleepers and Fuozes—Dodwell & Co.
GILBERT, French str., 558, Desvionon 9th Nov. Kwang Chow Wan and Macao 5th Nov. General—L'Union Commerciale Indo-Chinoise.	YUENANG, British str., 1,123, P. H. Rolfe, 9th Nov.—Manila 6th Nov., General—Jardine, Matheson & Co.
HAILAN, French str., 475, O. A. Hoeg, 7th November—Hohow 4th Nov., General—A. R. Marty.	
HAITANG, British str., 1,273, A. E. Hodgins, 5th Nov.—Amoy 4th November, General—Douglas Leprie & Co.	
HANGSANG, British str., 1,356, S. Wilde, 28th Oct.—Shanghai and Swatow 23rd October, General—Jardine, Matheson & Co.	
HONGKONG, French str., 742, A. Corneliussen, 7th Nov.—Haiphong and Hoihow 6th Nov., General and Figs—A. R. Marty.	
KAMAROSA MARU, Japanese str., 3,798, Wm. Wade, 9th Nov.—Japan 23rd October, General—Nippon Yusen Kaisha.	
KOBÉ, American str., 5,651, S. Sandbury, 2nd November—San Francisco and Shanghai 31st October, Mails and General—Pacific Mail Steamship Co.	
MAGALLANES, American str., 832, A. Yuzacal, 8th Nov.—Manila 5th Nov., Ballast—Torge.	
MATHILDE, German str., 831, A. P. Uldernp, 7th Nov.—Haiphong and Hoihow 6th Nov., General and Figs—Johsen & Co.	
MATILDA KOPPE, German str., 1,846, Dibber, 8th Nov.—Hongay 5th November, Coal—Johsen & Co.	
M. S. DOLLAR, British str., 2,578, C. H. Bros, 29th October—Moji 24th October, Coal—Order.	
PALEMO, British str., 4,000, J. B. Ferguson, 9th Nov.—London and Singapore 3rd Nov., General—P. O. S. N. Co.	
PRUMPHRY, British str., 1,055, J. H. Scott, 9th Nov.—Sagun 4th Nov., Rice and General—China.	
PRANANG, German str., 1,021, Fr. Mangelsdorf, 7th Nov.—Bangkok 31st October, Rice—Butterfield & Swire.	
PROMINENT, Norwegian str., 746, Christiansen, 6th November—Shanghai 3rd November, General—C. M. S. N. Co.	

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